

WAR CONFERENCE IN PORTLAND MAY 22-23

Home Guards of This City Will Probably Attend.

War workers of every city and community are urged by Governor Withycombe to participate in the first Oregon War Conference, to be held in Portland May 22 and 23, under the auspices of the State Council of Defense. In a statement issued, Governor Withycombe says:

"Because many matters of vital importance will be discussed at Oregon's first war conference to be held in Portland May 22 and 23, I respectfully urge the war workers and officials in the cities and communities of Oregon to make their best effort to be present and participate in the proceedings which are to be conducted under the auspices of the State Council of Defense.

"So many of the war time emergencies arising in the various local communities are of a similar nature that it would be both helpful and wise to exchange views looking toward a uniform or co-operative treatment of the different situations insofar as a general plan could be worked out feasibly and comprehensively.

"The success of the coming conference depends largely, of course, upon the measure of support given by the war workers of Oregon who have thus far enthusiastically and wholeheartedly promoted the general patriotic program. May I not, therefore, rely upon the loyal people of Oregon to assist the State Council of Defense in accomplishing constructive results?"

MORE SPRUCE IS WANTED

Col. Brice P. Disque, commanding the spruce production division of the Signal Corps, desires further information regarding the location of spruce tracts and the amount of equipment for operations. He has issued the following official bulletin from headquarters of the division:

"The Signal Corps has under contract spruce stumpage and will secure other tracts of spruce which it desires logged at an agreed price per thousand. Any loggers with equipment available for such work please communicate with the logging section, Signal Corps, Yeon Bldg., Portland, Oregon. Advise:

"First, the exact size and amount of equipment.

"Second, locality of equipment.

"Third, when it can be put to work.

"Fourth, locality of operation desired, if known."

5,500,000 PAIRS OF SHOES ARE ORDERED

Recent contracts by the war department authorize the manufacture of 5,500,000 pairs of metallic-fastened field shoes for over-seas use. The average price was about \$7.75 a pair.

Contracts have also been awarded for the manufacture of 2,000,000 pairs of field welt shoes for United States and overseas service, the average price being \$6.50.

Save that other 15 per cent. Eat War bread instead of Victory.

St. Helens Acreage For Sale

From 2 to 20 acre tracts adjoining Geo. W. McBride school in West St. Helens, at \$150 to \$250 per acre, on long time and easy payments. Less than the cost of an ordinary lot. Now is the time to buy. The Highway to the sea will run along side of this tract. Let us take you out in our auto to look at this land, and you will surely find the land you want.

GEO. H. SHINN,
St. Helens, Oregon

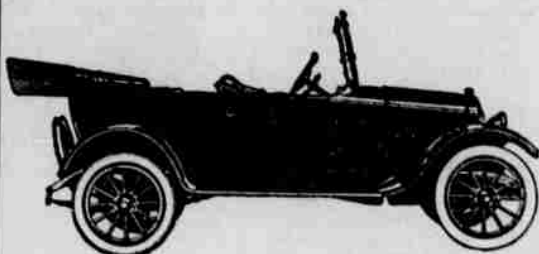
Mortgage Loans On Improved Farms

at the lowest rates and on long time. Repayable in such installments as the borrower may wish. Liberal prepayment terms arranged. No commissions charged. Loans closed promptly. Mortgages purchased.

WM. McMASTER
701 Corbett Bldg.

Portland, Oregon

Do You Know the Terms of that 22,000 Mile Test?



Maxwell Motor Cars

5-Pass. Car . . . \$ 825
Roadster 825
5-Pass. Car with All-Weather Top . . 935
5-Pass. Sedan . . 1275
6-Pass. Town Car 1275

All prices f. o. b. Detroit
Win wheels regular equipment
with Sedan and Town Car

Official Figures of the Test

	Daily Mileage	Av. Miles Per Gal. Gasoline
Nov. 23	511.9	22.2
" 24	551.4	22.82
" 25	537.4	21.49
" 26	505.9	22.47
" 27	516.5	21.70
" 28	509.6	23.02
" 29	515.5	26.40
" 30	480.1	22.80
Dec. 1	498.8	23.99
" 2	484.6	21.77
" 3	506.6	20.71
" 4 Rain	438.9	19.51
" 5	502.7	19.44
" 6	517.0	22.15
" 7	505.0	22.35
" 8	493.3	22.03
" 9	472.6	21.33
" 10	477.7	23.43
" 11	495.2	23.82
" 12	540.1	23.56
" 13	539.3	23.18
" 14 Rain	465.9	23.85
" 15	523.1	22.95
" 16	539.1	21.99
" 17	492.8	22.09
" 18	512.0	21.72
" 19	525.9	26.33
" 20	527.5	23.44
" 21	496.8	24.50
" 22	490.8	22.30
" 23	487.1	23.13
" 24	480.5	21.75
" 25	477.5	22.83
" 26	492.6	22.30
" 27	487.1	19.79
" 28	477.4	18.91
" 29	523.9	18.20
" 30	466.9	20.24
" 31	504.9	21.08
Jan. 1	501.4	19.82
" 2 Rain	451.8	20.07
" 3 Rain	479.1	21.56
" 4 Rain	455.6	19.82
" 5 Rain	562.5	19.10

Elapsed time	44 days
Total mileage	22,022.31
Average speed per hour	25 miles
Average day's run	500.6
*Longest day's run	562.5
Average miles per gal. . . .	22 miles
Smallest day's mileage	438.9
per gallon	18.20 miles
Greatest average miles	26.40
per gallon	28.33 miles
Average tire life	9,875 miles

*Note that longest day's run was made on last day of the test.



Columbia County Auto Sales Co.

Agents

ST. HELENS, OREGON

You know, of course, that the Maxwell Motor Car is the long distance champion of the world.

You have read that a "stock" Maxwell 5-passenger car ran for 44 days and nights without stopping the motor.

And that, in the 44 days non-stop test, the Maxwell covered 22,022 miles, at an average speed of 25 miles per hour.

But have you, up to now, realized the full significance of that performance?

Do you know that no other motor car in the world has ever equalled or even approached that performance?

In a word, did you take this test seriously when you heard of it?

Or did you set it down as a "selling stunt" to give the publicity man something to talk about?

It's worth your while to read and to study the conditions under which that test was made.

You know that the American Automobile Association (familiarly known as the "A.A.A.") is the official arbiter of every automobile test and contest.

But perhaps you didn't know that when a maker places his product under A. A. A. supervision he must do absolutely as told and abide by the decisions of the Board.

That's why there are so few A. A. A. Official Records!

This 22,000-mile Maxwell non-stop test was official from start to finish.

Therein lies its value to you.

It proves absolutely the quality of the car—of the very Maxwell you buy.

For verily this was a "stock" Maxwell. Listen:—

First: the inspectors disassembled the motor to see that no special pistons, valves, bearing-metal or other parts had been used.

Every other unit was as critically inspected. Then the car was re-assembled under their own supervision.

As we had much at stake and the test was made in winter (November 23 to January 5) we asked permission to take certain little precautions against accidental stoppage.

Sounds reasonable, doesn't it?

But they refused permission to do any such thing.

For example:—They would not permit a rubber cover over the magneto—it wasn't "stock."

They refused to let us tape the ignition wire terminals—they are not taped on the Maxwells we sell—so of course it wasn't "stock."

Neither would they let us use a spiral coiled pipe in place of the usual straight one from tank to carburetor to guard against a breakage from the constant, unremitting vibration—it isn't "stock."

Nor to use a special high priced foreign make of spark plug—the run was made on the same spark plugs with which all Maxwells are equipped.

So rigid were the rules, we were unable to carry a spare tire on the rear—it wasn't "stock." A telegram to headquarters in New York finally brought a special permit to carry a spare tire.

"It isn't stock!" "It isn't stock!"

That was the laconic reply of those A. A. A. inspectors to every last suggestion that called for anything but the precise condition of the standard, stock model Maxwell that any customer can buy from any one of 3000 dealers anywhere.

We are glad now—mighty glad—that the rules were so strict and so rigidly enforced.

Any other car that ever attempts to equal that record must do it under official supervision—and comply with the same terms.

And it will have to go some.

For Maxwell set the standard when it performed this wonderful feat.

Maxwell complied with those rules—and made good.

Every drop of gasoline and oil and water was measured out and poured in by the inspectors themselves. They would not even let our man pour it in!

Every four hours the car had to report at the official station for checking.

And it had to be there on the minute.

And every minute there was an inspector beside the driver on the front seat—two more men in the rear. One got out only to let another in—day and night for 44 days and nights!

There was one technical stop.

It is interesting to know the circumstances.

Dead of night—a driving storm—a cloudburst—suddenly another car appeared in the road ahead.

In his effort to avoid a collision the Maxwell driver stalled his motor.

At least the observers thought it stopped and so reported.

The car did not stop, however, so its momentum again started the motor (if it had indeed stalled) when the clutch was let in.

The contest board exonerated our driver on grounds that his action was necessary to save life.

That shows you how rigid were the rules—how conscientiously applied by the observers.

You who have owned and driven motor cars—you who know how small a thing may clog a carburetor or a feed pipe; "short" a spark or stall a motor—will realize what a wonderfully well made car this must be to go through that test under those conditions—44 days—22,022 miles without stopping.

The exact amount of gasoline, of oil, of water used; the tire mileage, tire troubles, tire changes; the distance and the routes are matters of official record, attested under oath and guaranteed by the A. A. A.

(By the way, the average was nearly 10,000 miles per tire.)

Any Maxwell owner—or anyone interested may see those records.

And—here's the most wonderful part—though no attempt was or could be made for economy; the Maxwell averaged 22 miles per gallon of gasoline.

Some other car may, some time, equal some one of those performances. But to equal them all in the same test—that car must be a Maxwell.